

WHAT IS CLAIMED IS:

1. A throttle device comprising:
 - a throttle body;
 - a cover adapted to be mounted to the throttle body;
 - a coupling device comprising a first engaging portion disposed on one of the throttle body and the cover and a second engaging portion disposed on the other of the throttle body and the cover, wherein the first and second engaging portions are engageable with each other when the throttle body and the cover is moved toward each other in a first direction, so that the throttle body and the cover are prevented from moving away from each other in a second direction opposite to the first direction; and
 - means for preventing access to the first or second engaging portions in order to disengage the first and second engaging portions.
2. A throttle device as in claim 1, wherein the first engaging portion is resiliently deformed and subsequently recovers towards the engaging portion's original configuration in order to engage the second engaging portion as the throttle body and the cover move together relative to each other in the first direction.
3. A throttle device as in claim 2, wherein the prevention means is arranged and constructed to restrict the intentional operation of the first engaging member.
4. A throttle device as in claim 3, wherein:
 - the second engaging portion includes an engaging hole that has an axis substantially parallel to the first and second directions,

the engaging hole defines an engaging surface that extends in a third direction substantially perpendicular to the first and second directions,

the first engaging portion includes at least one resiliently deformable shank and an engaging claw disposed at one end of each shank,

the shank with the engaging claw is adapted to be inserted into the engaging hole, so that the engaging claw slides along an inner wall of the engaging hole while the shank is resiliently deformed inward in the third direction as the first engaging portion is inserted into the engaging hole, and

the shank resiliently recovers towards the shank's original configuration to move the engaging claw outward in the third direction, so that the engaging claw engages the engaging hole with the engaging claw opposite the engaging surface in the first direction when the engaging claw moves beyond the engaging surface.

5. A throttle device as in claim 4, wherein the shank comprises a pair of shank portions that are formed integrally with one of the throttle body and the cover and extend in the first direction therefrom, the shank portions are spaced apart from each other in the third direction and the engaging claw comprises a pair of claw portions, and the claw portions are formed integrally with the respective ends of the shank portions and extend in radially outward in the third direction.

6. A throttle device as in claim 4, wherein the prevention means comprises a wall portion that is formed integrally with the other of the throttle body and the cover, and the wall portion is arranged and constructed to surround the engaging claw when the engaging claw engages the engaging surface.

7. A throttle device as in claim 6, wherein the wall portion is spaced from the engaging claw by clearance so as to not interfere with the operation of the engaging claw.

8. A throttle device as in claim 3, wherein the second engaging portion includes an engaging recess formed in an outer surface of the other of the throttle body and the cover and extending in a direction substantially perpendicular to the first or second direction, the first engaging portion includes an engaging claw engageable with the engaging recess, and the first engaging portion is resiliently deformed along the outer surface of the other of the throttle body and the cover and then recovers towards the first engaging portion's original configuration in order to engage the engaging recess by the engaging claw as the throttle body and the cover move toward each other in the first direction.

9. A throttle device as in claim 8, wherein the engaging recess has an open end and a closed end opposite to the open end, and the open end is open at the outer surface of the other of the throttle body and the cover.

10. A throttle device as in claim 8, wherein the first engaging portion is formed integrally with one of the throttle body and the cover and has a substantially L-shaped configuration.

11. A throttle device as in claim 8, wherein the prevention means comprises a wall portion that is formed integrally with the other of the throttle body and the cover and the wall portion defines at least a section of the engaging recess.

12. A throttle device as in claim 11, wherein the wall portion has an outer surface that extends substantially flush with an outer surface of the first engaging portion when the engaging claw engages the engaging recess.

13. A throttle device as in claim 1, further including a biasing device for biasing in the second direction the first engaging member and the second engaging member in the engaging positions, so that the engagement between the first and second engaging members is maintained in a loaded condition.

14. A throttle device as in claim 13, wherein the biasing device comprises a resilient member that is interposed between the throttle body and the cover.

15. A throttle device as in claim 14, wherein the resilient member is an O-ring.

16. A throttle device as in claim 2, further including a biasing device for biasing in the second direction the first engaging member and the second engaging member in the engaging positions, so that the engagement between the first and second engaging members is maintained in a loaded condition.

17. A throttle device as in claim 16, wherein the biasing device comprises a resilient member that is interposed between the throttle body and the cover.

18. A throttle device as in claim 17, wherein the resilient member is an O-ring.

19. A throttle device as in claim 4, further including a biasing device for biasing in the second direction the first engaging member and the second engaging member in the engaging positions, so that the engagement between the first and second engaging members is maintained in a loaded condition.
20. A throttle device as in claim 19, wherein the biasing device comprises a resilient member that is interposed between the throttle body and the cover.
21. A throttle device as in claim 20, wherein the resilient member is an O-ring.
22. A throttle device as in claim 8, further including a biasing device for biasing in the second direction the first engaging member and the second engaging member in the engaging positions, so that the engagement between the first and second engaging members is maintained in a loaded condition.
23. A throttle device as in claim 22, wherein the biasing device comprises a resilient member that is interposed between the throttle body and the cover.
24. A throttle device as in claim 23, wherein the resilient member is an O-ring.
25. A throttle device as in claim 1, wherein a plurality of the coupling devices are arranged in the circumferential direction of the throttle body or the cover and are spaced from each other by a uniformly in the circumferential direction.